

Central Intelligence Agency



Washington, D. C. 20505

11 NOV 1986

The Honorable Glen T. Urquhart, Chairman
National Capital Planning Commission
1325 G Street, NW
Washington, DC 20576

Dear Mr. Chairman:

The General Services Administration and the Central Intelligence Agency (CIA) are pleased to submit the final project plans for offsite road improvements to be made at the Route 123 entrance to the CIA compound, Langley, Fairfax County, Virginia. In accordance with section 5(a) of the National Capital Planning Act of 1952, as amended, it is requested that the Commission review this submission. We have previously provided to Mr. Cosby of your staff copies of the final project plans. In addition, at this time we are submitting copies of Technical Memorandums 1 and 2, the Environmental Assessment prepared for the Master Development Plan, the Environmental Assessment prepared for the Off Site Road Program and revisions of the Master Plan drawings which incorporate the offsite road improvements. Formal action is requested on the Commission's 4 December 1986 agenda.

At a meeting on 28 June 1984, the National Capital Planning Commission (NCPC) approved the final site and building plans for the Headquarters Consolidation, Phase I, Bid Package No. 2, at the CIA compound in Langley, Fairfax County, Virginia, except for that portion of the south access road extending northbound from State Route 123. At that time, the Commission requested that since the offsite road improvements were still in the form of options, CIA should submit the preferred plan for Commission review immediately upon its selection.

In August 1983, the Agency created the CIA Traffic Advisory Committee (TAC) to address concerns of the McLean Community, the State of Virginia, Fairfax County, the U.S. Park Service, and the CIA regarding the traffic analyses and subsequent offsite road program associated with the expansion of the CIA Headquarters Building. Enclosed is a printed program from the 8 May 1985 public briefing which outlines the road program and identifies the TAC members. The TAC has met in both formal and informal sessions to review the offsite road improvement program funded by CIA and to address community concerns. Mr. Donald Bozarth of your staff was the NCPC member of the TAC. He has participated in our meetings and has been on distribution for all TAC correspondence concerning this project.

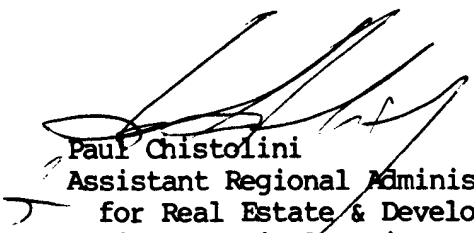
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The Virginia Department of Highways and Transportation (VDH&T) proposed a number of alternatives for the Route 123/193 offsite modification. All were reviewed by the TAC. At the 17 October 1986 meeting of the TAC, the final project plans were reviewed and no objections were raised. The alternative selected and refined through a series of TAC meetings provides a sound engineering solution to the traffic flow pattern along Routes 123 and 193 near our Headquarters building while respecting the concerns of our neighbors. Some of the major concerns resolved in favor of the community were the inclusion of a traffic signal at Savile Lane, additional landscaping in buffer areas, provision of a precast barrier architecturally finished on both sides, and extension of the barrier to include all homes in the Evermay development.

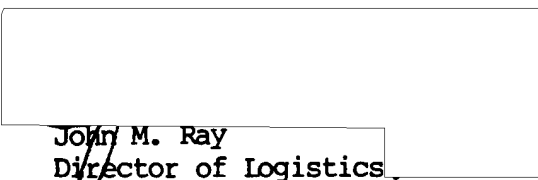
The Environmental Assessment prepared in support of the Master Development Plan in November 1981, concluded that there are no officially designated historic districts or structures on or adjoining the CIA property. In addition, the Environmental Assessment prepared in April 1985 in support of the offsite road program noted that a Phase I Survey was conducted by the Archaeological Staff of the Virginia Department of Highways and Transportation. This survey concluded that no additional archaeological investigations were warranted.

We remain committed to our original program of funding road improvements acceptable to the community and implementing traffic management measures as originally proposed. In order to complete this project in one paving season it will be necessary for VDH&T to award a contract in January 1987. This will result in an economic benefit to the Government and will eliminate the additional disruption to our employees as well as our neighbors which would ensue should construction drag on through the spring of 1988. We appreciate the efforts of members of your staff who have worked with us to make the submittal to the Commission possible in such a short time. In order to proceed with this project, we request that the final plans for CIA offsite road improvements along Routes 123 and 193 be given favorable consideration at the Commission's 4 December 1986 meeting.

Sincerely,



Paul Chistolini
Assistant Regional Administrator
for Real Estate & Development
National Capital Region
General Services Administration



John M. Ray
Director of Logistics
Directorate for Administration
Central Intelligence Agency

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Enclosure